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SECURITY INFORMATION

25X1

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# INFORMATION REPORT

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SUPPLEMENT TO  
REPORT NO.

~~COUNTRY~~ USSR (Black Sea)  
K1  
~~SUBJECT~~ Port of Kherson

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THIS IS UNEVALUATED INFORMATION

### Arrival, Pilotage, and Escort

1. The ship radioed its expected arrival at Odessa, and anchored in the outer harbor at 4 a.m. The pilot boarded at 1400 on the same day. Two minor police officials, armed with pistols, boarded with the pilot.
2. The police and the pilot accompanied the ship as far as Kherson. The police gave the impression of fulfilling a rather disagreeable duty, substantially limited to the surveillance of the pilot.

## Maritime Signals on the Odessa-Kherson Route

3. The lights and maritime signals on the route from Odessa up to the mouth of the Bug River correspond to those reported on the map and the navigation book.
4. From Ochakov up to the Liman (sic; presumably the Dneprovsko-Bugskiy Liman) and further, the navigable canal was marked with buoys and an occasional spar buoy (in reality, these were stuck in the bottom). Beyond the mouth of the Bug River, the canal is marked only by spar buoys which usually were spaced some 700 to 800 m. apart, but in some places 500 m or a little more apart.
5. The entrance to the Dnepr River was marked by two beacon lights, one green and the other red.
6. The course near the entrance was indicated by alignment markers situated on land to the left of the river mouth. This course was followed for a distance of 500 or 600 m. from the beacons at the entrance, after which the ship veered right to bring itself to the middle of the river entrance, then to the left to enter.

7. The stretch of the river from its mouth to Kherson was marked by spar

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[illegible]

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buoys and with very small light signals which generally were hung on the spar buoys.

- 25X1 8. To ascend the river it was necessary to pass the last spar buoys on the left. There was also an alignment marker on land [REDACTED] 25X1

Inspection on Arrival

- 25X1 9. Upon arriving in the port of Kherson, the ship was subjected to the usual inspection common to all Soviet ports on the Black Sea. The inspection was not as thorough as the usual search in ports such as Odessa and Novorossiysk. Binoculars, cameras, valuable objects, and the radio were placed under seal.

10. [REDACTED]

Kherson Harbor and City

11. The small island immediately to the southwest of Kherson housed a depot of combustible liquids as well as some factories. On the south coast of this island, there was a depot of combustible liquids composed of ten tanks placed in three rows parallel with the shore line. Six of these tanks, which were placed three and three in two outside rows, had a capacity of some eight to ten thousand cu m each. The other four smaller tanks, with a capacity of some two thousand cu m each, were in the middle row.
12. The depot is indicated by No. 1 on attachment 1. At No. 2, under construction or repair, there was a shipyard for small boats, tugboats, and lighters. At No. 3 there was a small shipyard which was a separate section of the above-mentioned yard.
13. At the edge of the water, in front of the shipyard (3) were anchored two floating dry docks. Of these two, the larger, with a capacity of 15,000 to 18,000 tons, was anchored at the bottom and was constructed of reenforced concrete. It was in two sections of equal size, linked overhead by means of steel connecting rods and at the water line by a structure which was longer than the sections.
14. The second dock, similarly constructed of steel, was anchored immediately downstream from the first. This was judged to have a capacity of about 3,000 tons.
- 25X1 15. In neither shipyard were there construction stocks or rail tracks leading to the Dnepr (southeastern side of the island). [REDACTED] 25X1  
[REDACTED] eventually stocks will be built on the secondary branch of the river, where the river forms the bay, indicated by No. 4 on attachment 1.  
25X1 [REDACTED] there was a crane for stocks on the island, although out of sight because it was small.
16. Approximately at No. 5, there was under construction a large building (or shed or factory) but only a few large pillars of reenforced concrete could be noted.
17. South of the island at No. 6 there was an alignment formed by two dark, or faded black, triangular wooden fences. This marked the course of exit in that part of the river which bordered the coastal depot at No. 1.
18. The port installations of Kherson consisted of principally a portion of quay which is part wood and part concrete and which enclosed the coast on the southeast (principal branch of the Dnepr) and on the south (secondary branch, called Koshchavya).

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19. At No. 8 there was a large silo. From the presence of a steamship moored in a position close to the silo, [ ] at that area of the coast there was a quay, or at least a place of mooring. 25X1
20. At No. 9 there was a small harbor or a natural bay in which were moored the police launches which patrol the area when foreign ships are in port.
21. In attachment 2, the wooden quay indicated by A was no longer than 100 m and was partially destroyed. As a continuation of this wooden quay there was, at B, a quay of cement some 350 to 400m long and 20m wide. This quay probably continued originally along the line indicated by C but does not do so at present because it is damaged.
22. At D there was a pontoon pier where were moored small motor units similar to Venetian lagoon steamships, well constructed and painted white. These were used locally around Kherson for passenger traffic and carry about a hundred passengers.
23. Another mooring was at that portion of quay B immediately to the northeast of C. A "postalino misto"(sic; possibly a patrol vessel) of some 500 tons was moored there.
24. The building marked at E is the maritime station of Kherson. In this building, at E/1, were located the offices of Inflat, Promeksport, and the other organizations of the port. At the head of the office there was a naval captain, slight and short of stature. Probably serving as his deputy there was a woman, fortyish, who spoke perfect English.
25. Quay B was used for the loading of coal. A reconstructed warehouse (F), a crane which on the sketch is indicated by No. 1, and a lighter loading scrap iron and other things [ ] the southern part of the quay was used for the loading and unloading of merchandise. It is probable that the railroad line indicated by L was situated so that the merchandise could move from the quay to the freight cars. The crane located about the middle of the quay (between the edge and the front wall of the warehouse F) served to unload goods from the freight cars and load it on the ships moored there. This crane either was stationary or else could be moved for only a very short distance along the track. 25X1
26. The only other crane on quay B is indicated by H and was used for loading coal. This crane, located further back on the quay, could be shifted a very short distance along the track, but could not reach beyond the edge of the quay. The function of this crane was to scoop up the coal heaped by the side of the half-crumbled walls (which on the sketch are indicated by the dotted lines parallel to the edge of the quay). These walls were originally the perimeter walls of the warehouse which was subsequently destroyed. The doors and windows have been poorly stopped up, to prevent the coal from falling in from the side of the wall. The crane emptied the coal into two large funnels, situated near the track, which conduct the coal on two conveyor belts, indicated by H/1, which extend to the ship.
27. The jetty, funnels, and belt are stationary, so that in order to load the different holds of the ship, it is necessary for the ship to move.
28. At G is indicated a scale on which is weighed the coal brought to the port by trucks. Access to the port by these trucks is behind the gate at M. The exit from the port is behind the gate at M/1.
29. The wooden part of the quay at A, as already stated, is damaged and only lighters or other small craft are moored there.
30. The letter N indicates the approximate position of the grain elevator of Kherson.

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31. In contrast to the port, war damage in the city is not noticeable. Despite this, the city appeared neglected and miserable. There were few stores and the poorly dressed people exhibited wonder at the prosperity of foreign sailors, and in particular at the "luxurious" shoes worn by these sailors. The people were not allowed to entertain foreigners, accept gifts, or furnish information requested.

32.

- e. Tovarishch, Soviet naval training ship, three masted and painted white. There were cadets on board and the ship was moored at the foot of the silo.
- f. A floating crane about 50m long and of 10 to 20 tons capacity
- g. Various lighters
- h. Various motorboats of the type described in paragraph 22, which were used to transport passengers
- i. A "postalino"(sic), steam or motor, probably in service on the line from Nikolayev to Odessa

Surveillance of Foreign Ships and Crews

33. Foreign ships in port are under constant surveillance from the land, conducted by three guards armed with pistols. These are under the prow, amidships, and under the stern. Surveillance by motor boat patrols, armed or unarmed, was not continuous.
34. Upon arrival of a foreign ship in port, all personnel are provided with a permit, consisting of two parts, which must be shown on exit and reentry. An "admission booklet"(sic; presumably seaman's book) must also be shown on exit and reentry. Upon leaving, the police detach one part of the permit, properly inspecting the counterpart, and the navigation booklet(sic). Upon reentry, after a similar inspection, the detached portion is returned to the holder.

Inspection on Departure

35. The inspection upon departure was accompanied by the same formality as the inspection on arrival. This inspection took place immediately prior to the departure of the vessel. At this visit, the permits given to the ship's crew were withdrawn.

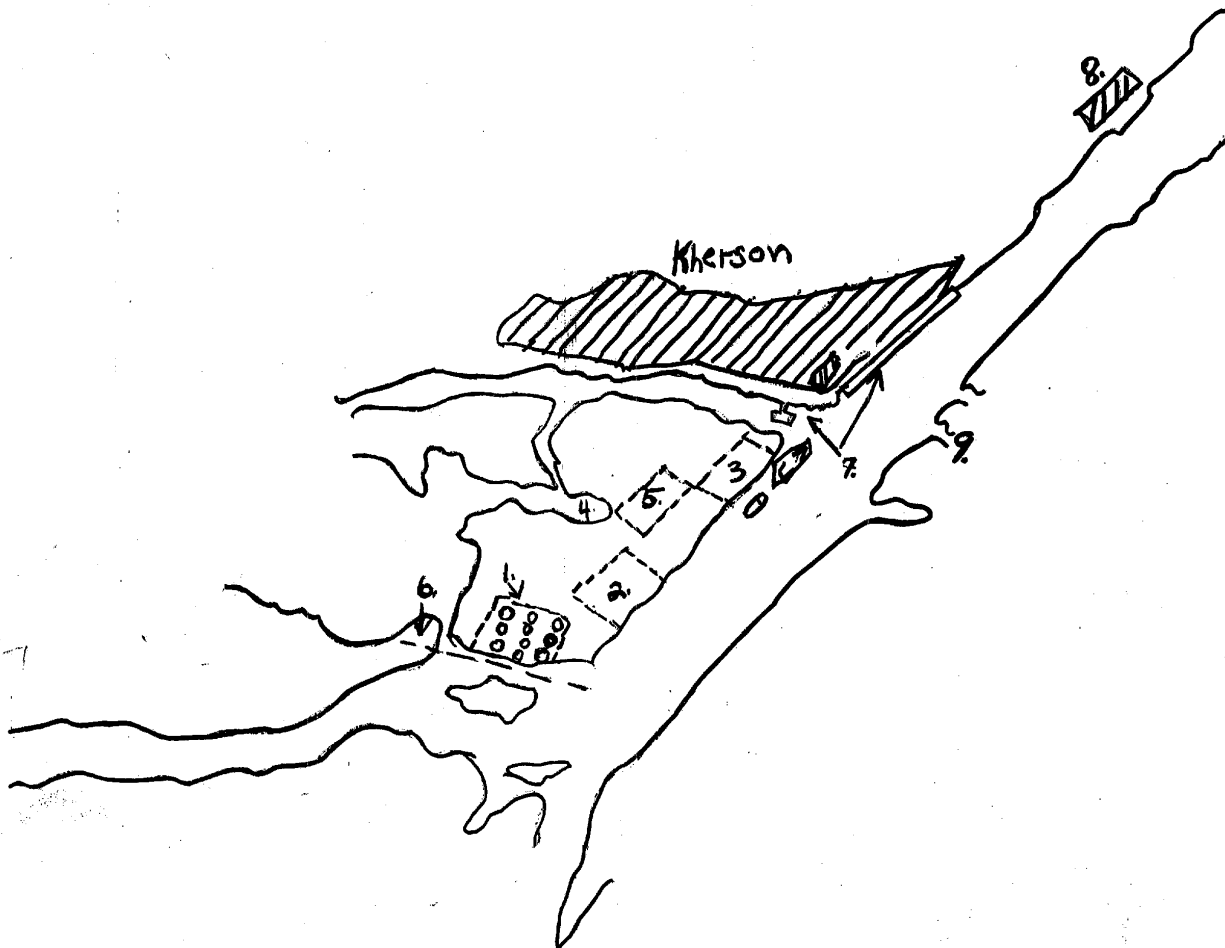
1.   Comment: Original text referred to the permit as "mother and daughter", possibly a ticket and stub arrangement, or an original with a carbon counterpart.

Attachments: 1. Sketch of Kherson Harbor  
2. Sketch of the Installations at Kherson Harbor

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Attachment 1

KHERSON HARBOR



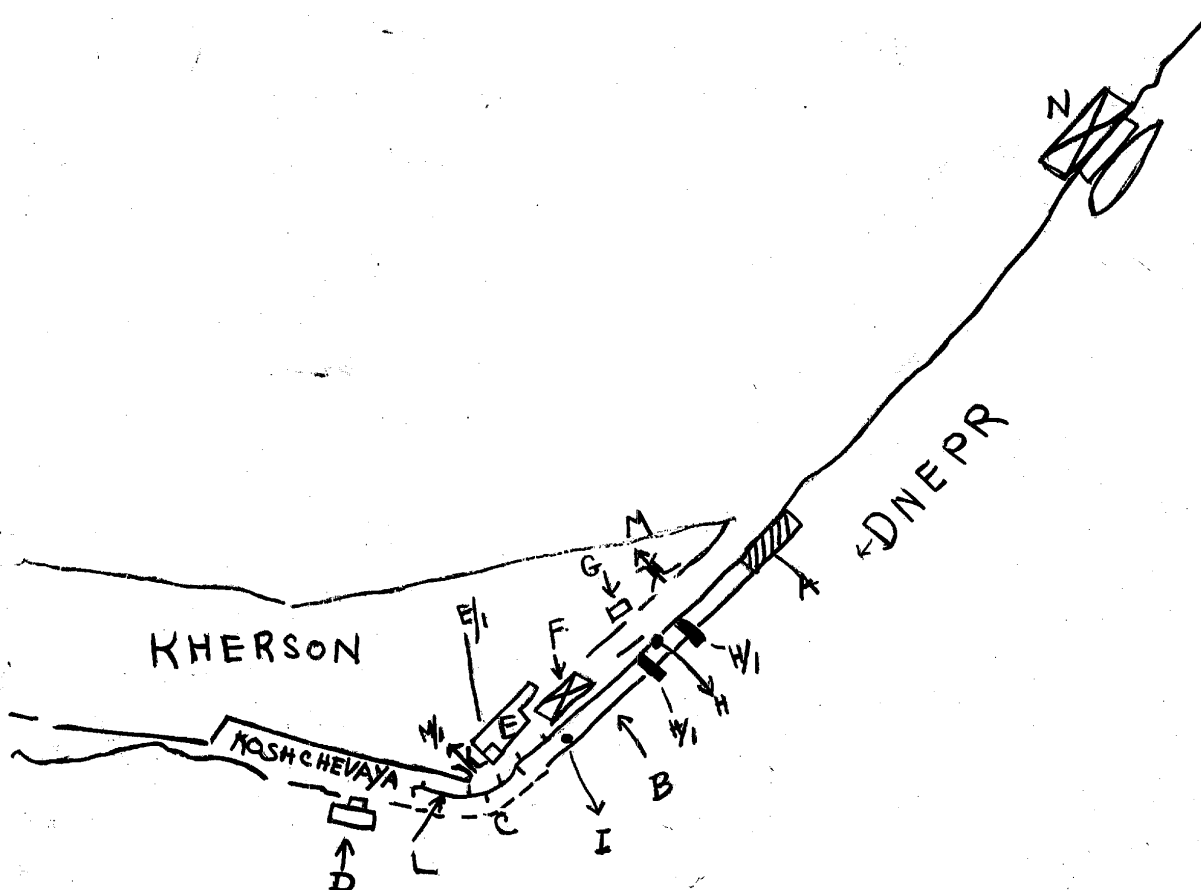
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Attachment 2

INSTALLATIONS AT KHERSON HARBOR



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